



Hongkong Daily Press.

ESTABLISHED 1857.

HONGKONG, MONDAY, MARCH 18TH, 1912. — 拜禮 聖三月三十日一千九百零九年英港香港

PRICE, \$3 PER MONTH.

No. 16810, 號一千八百一十一第一

INTIMATIONS

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NEW
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[227]

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PORTLAND CEMENT
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SHEWAN, TOME & CO.,
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NEW CARTRIDGES.

BY popular English Manufacturers. In all
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SMOKELESS POWDERS and CHILLED
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and AIR GUNS in Variety.

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[1272]

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Consultation Free.
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[1171]

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WEDNESDAY 16th June 1911.

1223

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BY ROYAL WARRANT
TO HIS MAJESTY KING GEORGE V.
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[26]

MITSUBISHI DOCKYARD
AND ENGINE WORKS.

Al. A.B.C., Western Union, and Engineering Codes used.
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1 Patent Slip capable of lifting vessels up to 1,000 tons.

The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always

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Floating Docks

No. 1. 7,000 Tons. 12,000 Tons.

Max. Length of Ship taken in 450 Feet. 580 Feet.

Breadth " 56 " 66 "

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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Sheerlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

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LATEST FASHIONS OF

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CHOICE ASSORTMENT OF

SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.

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Hongkong, 21st April 1911.

[1231]

S.M.R.

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SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

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IN 15 DAYS.

The S.M.R. Mail Steamers (equipped with wireless telegraph and carrying a qualified surgeon on board) leave the S.M.R. Whampoa Wharf, Shanghai, every Sunday and Thursday, connecting with the S.M.R. Express Train Service leaving Dairen every Sunday, Wednesday and Friday, in conjunction with the Trans-Siberian Express Service at Changchun.

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Fresh stocks always on hand at Dairen, Newchwang, Port Arthur and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore and Penang.

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THE YOKOHAMA DOCK
CO. LTD.

Telegraphic Address—"DOCK," Yokohama.

Codes used: A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. 1, and Watkin's.

DRY DOCK DEPARTMENT.—Telephone Nos. 376, 506, or 681.

NO. 1 DOCK. | NO. 2 DOCK. | NO. 3 DOCK.

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Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT.—

106 buildings, principally of brick and steel, 358 entrances. 15 buildings are private bonded warehouses. Floor area 75,343 square yards, or 15.16 acres.

Custom-house brokerage and insurance undertaken. Rates moderate.

Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.

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THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891.

THE HONGKONG TYPHOON, Sept. 18th, 1906. Illustrated Account.

TEMPORARY MINING REGULATIONS IN CHINA.

REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA.

HONGKONG HANSAARD REPORTS OF THE MEETINGS OF THE

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INTIMATION

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& CO., LTD.,**

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WINE & SPIRIT MERCHANTS.

S H E R R Y.

WE can confidently recommend the following as Xeres Wines of the Highest Class, Specially Selected, and shipped direct.

In Quality and Price they are unequalled.

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A. LIGHT DRY	\$16.80	\$1.45
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D. SUPERIOR PALE DRY	24.30	2.05	
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ALEXANDRA BUILDINGS.

[23]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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Telegraphic Address: PRESS.
Codes: A.B.C. 5th Ed. Lieber.
P.O. Box, 84. Telephone No. 12.

MARRIAGE.

On the 11th March, 1912, at St. John's Cathedral, Hongkong, by the Rev. F. T. Johnson, ROLAND HUMPHREY ELIAS, Singapore, youngest son of the late Sted Elias, of Nelson, New Zealand, to ETHELE, youngest daughter of the late Colonel STAVELEY, of Wellington, New Zealand.

The French cruiser *Kleber* left the harbour on Saturday at noon.

The University Bazaar was concluded on Saturday. There was a large attendance.

For being in unlawful possession of 11 catties of chestnuts at Tsim Tsa Tsui, a man was at the Magistracy fined \$5 or 14 days' in prison.

The a.s. *Cleveland*, which was in Hongkong some four months ago, has returned to Hongkong with another large complement of round the world travellers. The tourists did not visit Canton owing to the disturbed state of the city. The steamer leaves this morning.

At the Victoria Theatre on Saturday a large audience witnessed the American production of "Fiddle-dee-dee." The Texas Tommy Dance was, as has been advertised, "a sure cure for the blues." The matine yesterday afternoon was well attended. Playgoers should not miss "A Night Off" at the Victoria Theatre to-night.

THE RUSSO-ASIATIC BANK.

This is the eighteenth day of the coal miners' strike in Great Britain and still there is no prospect of an immediate termination. The best prospects of the ending of the strike lie, we think, not in the fact that the Government intends to introduce into the House of Commons to-morrow a Bill empowering joint boards to fix in every mining district a minimum rate of wage, so much as in the exhaustion of the funds of the Unions by strike pay, and the distress occasioned by the increasing cost of living in consequence of the restricted output of manufactures due to the strike. We see little hope for the passage of legislation which will afford satisfaction to both parties. Mr. Asquith for nearly a fortnight has been pressing unavailingly upon both sides a voluntary acceptance of the proposals which apparently are to be embodied in the Bill the Government are now framing; though it is possible that by the insertion of penal clauses for breaches of the Act, the proposals may become more acceptable to both parties. We are told, however, in the telegrams that the Labour Party in the House of Commons is likely to oppose any attempt

to establish compulsory arbitration, and we have *The Times* suggesting that it is improbable that the Bill contemplated by the Government will be such as the Opposition in the House of Commons would support, or the House of Lords accept, or that it will be exactly what the miners would wish. A few days hence it might be possible to form a better idea of the prospects of a settlement. Meanwhile we can but follow the advice embodied in the classic phrase, "wait and see." When we read of the enormous number of men engaged in the various industries who have been thrown out of employment by this crisis we begin to realise what calamitous results the strike must have upon the trade of the country and the national revenue. There are only two ways of averting complete industrial paralysis. Either this strike must be done by legislation, by *force majeure*, or the miners and coal-owners must be left to fight it out until complete exhaustion of the miners' resources, leading to starvation, puts them in a frame of mind to compromise. It is the duty of Government, however, to protect the trade of the country from ruination, and it is inconceivable that either the Opposition in the House of Commons or even a conservative House of Lords will do anything to thwart the efforts of the Government unless they are prepared with alternative proposals likely to meet with ready acceptance by both parties to the struggle in the coal districts. It would be futile, for instance, to argue, as some critics of the Government are doing, that Tariff Reform is the panacea for all the country's labour troubles. Labour unrest is common to all countries, and the origin of it is a growing tendency everywhere for the men to consider that "Jack is as good as his master." Tariff Reform may lead to an improvement in the rates of wages, but in that event it would be equally certain to lead to increased cost of living and to a restriction of the country's foreign trade consequent upon the enhanced cost of production. Whatever solution may now be found can be at best, we think, but a temporary expedient. The ultimate goal seems to be the elimination of the capitalist; and it is plain that the nationalisation of mines is being brought within the range of practical politics by reason of the insecurity of private capital which this national strike of coal miners illustrates. Nothing could be fairer than the proposals which Mr. Asquith has been urging both sides to adopt, namely, the fixing of a minimum wage for each district by a small board or committee composed of representatives of the owners and the miners, with a representative of the Government as a sort of referee. A basis of settlement ought to be possible on these lines, but inasmuch as negotiations with a view to secure the voluntary adoption of this solution have proved fruitless, it can only be hoped that there is better possibility of putting the scheme into operation by legislative action. The present situation cannot long endure, we should think, without drawing the country to the verge of a civil war.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE STRIKE CRISIS.

CLOUDY OUTLOOK.

LONDON, March 16th. The reports to-night are most gloomy, and it is stated that the Conference has only accentuated the differences between the parties.

An abrupt termination of the negotiations is apprehended.

Before the House of Commons adjourned, Mr. McKenna informed Mr. Bonar Law that he could only say that the Conference is still sitting and would possibly be continued to-morrow.

THE EFFECT ON THE RAILWAYS.

The railways in England are making further large curtailments of labour.

The Midland Railway Company is advancing sums to their unemployed on the understanding that the amounts will be repaid when they return to full work.

THE POSITION.

The *Westminster Gazette* affirms that it is useless to endeavour to follow the daily vicissitudes of the Conference, as the information relating thereto is mostly hearsay and even the truth is capable of different interpretations. The position appears to be that the miners will discuss the schedules if the owners will accept the principle of the minimum wage. The Scottish and Welsh owners will only accept the principle if the Government compels them. The Government, however, can only compel them if the miners consent to discuss the schedules.

KING'S VISITS ABANDONED.

Both owners and miners are pessimistic regarding the ultimate outcome.

The miners in North Wales are expressing anxiety to resume.

To-day's feature is that two small Lanarkshire pits have resumed and another is expected to follow.

Reports are coming in of the growing dissatisfaction in parts of Scotland, Wales, the Midlands, and Yorkshire with the leaders' policy and the smallness of the strike pay, consequently a number of Labour Members of Parliament are going into their districts.

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WM. DICKSON,
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Hongkong, 2nd May, 1911. [133]

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GEORGE HOGG,
Manager.

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Hongkong, 21st February, 1911. [225]

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K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. [1316]

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RESERVE FUND Yen 17,150,000

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Hankow New York Tokyo
Honolulu Osaka
Kobe PekinINTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.TAKEO TAKAMICHI,
Manager.

Hongkong, 25th September, 1911. [443]

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RESERVE LIABILITY OF PROPRIETORS \$15,000,000COURT OF DIRECTORS.
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Andrew Forbes, Esq. G. H. Medhurst, Esq.
G. F. Finsland, Esq. W. L. Patterson, Esq.
C. S. Gabey, Esq. Hon. Mr. C. H. Ross.
G. E. Laurens, Esq. H. A. Siebe, Esq.
F. Lieb, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABB.

MANAGER:
Shanghai—H. E. R. HUNTER.LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 per cent. per annum
For 6 months, 3 per cent. per annum
For 12 months, 4 per cent. per annum.N. J. STABB,
Chief Manager.

Hongkong, 21st February, 1912. [19]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID UP 562,000
RESERVE FUND 325,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C.

BRANCHES: Bombay, Calcutta, Howrah, Madras, Karachi, Rangoon, Colombo, Kandy.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS: BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD. Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits as under:

For 3 months 2½ per cent. per annum.

" 6 " 3 "

" 3 " 2 "

WM. DICKSON,
Manager.

Hongkong, 2nd May, 1911. [133]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: 36 Bishopsgate.

LONDON BANKERS: BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LTD.

THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.

For 6 " 3 "

For 3 " 2 "

GEORGE HOGG,
Manager.

No. 9, Queen's Road, Central

Hongkong, 21st February, 1911. [225]

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Yen 10,000,000
Capital Subscribed (paid up) Yen 6,250,000
Reserve Fund Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:
Amoy Swatow Tainan
Kobe Lyons Tamai
Canton Nagasaki Tokyo
Foochow Osaka Yokohama
Keeling ShanghaiHONGKONG OFFICE:
3, Des Voeux Road.Interest allowed on Current Accounts
Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1911. [1316]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL Yen 48,000,000
PAID-UP CAPITAL Yen 30,000,000
RESERVE FUND Yen 17,150,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at
Antung-Hsien Liao-Yang Ryojun
Bombay London San Francisco
Changchun Lyons Shanghai
Dairon (Daiy) Nagasaki Tieling
Fengtien (Mukden) Newchwang Tientsin
Hankow New York Tokyo
Honolulu Osaka
Kobe PekinINTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.TAKEO TAKAMICHI,
Manager.

Hongkong, 25th September, 1911. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS—
STERLING £1,500,000 at £/—\$15,000,000
SILVER \$16,750,000\$31,750,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000COURT OF DIRECTORS.
E. SHILLIMAN, Esq.—Chairman.F. H. ARMSTRONG, Esq., Deputy Chairman.
Andrew Forbes, Esq. G. H. Medhurst, Esq.
G. F. Finsland, Esq. W. L. Patterson, Esq.
C. S. Gabey, Esq. Hon. Mr. C. H. Ross.
G. E. Laurens, Esq. H. A. Siebe, Esq.
F. Lieb, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABB.

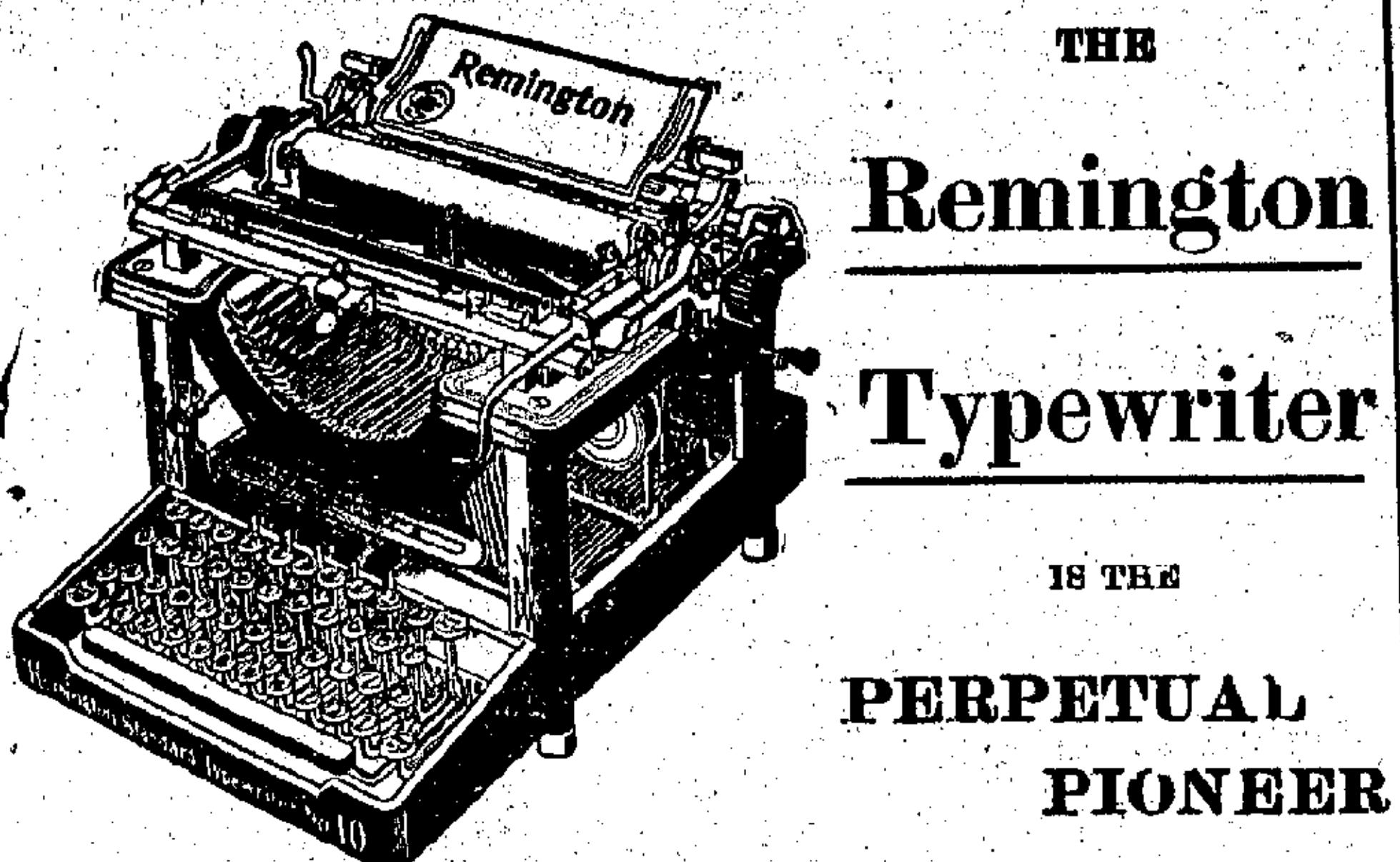
MANAGER:
Shanghai—H. E. R. HUNTER.LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 per cent. per annum
For 6 months, 3 per cent. per annum
For 12 months, 4 per cent. per annum.N. J. STABB,
Chief Manager.

Hongkong, 21st February, 1912. [19]

INTIMATION



THE

Remington
TypewriterPERPETUAL
PIONEER

The No. 10 and No. 11 VISIBLE REMINGTON MODELS are the latest expressions of Remington leadership. They represent the sum total of all typewriter achievement—past and present.

They contain every merit that the Remington has always had, and every merit that any writing machine has ever had.

They contain, in addition, new and fundamental improvements that no typewriter has ever had, among them the FIRST COLUMN SELECTOR, the FIRST BUILT-IN TABULATOR and the FIRST KEY-SET TABULATOR. These improvements are the latest contributions to typewriter progress, and they are Remington contributions—every one.

The Remington, the original pioneer in the typewriter field, is the present day pioneer in all new developments of the writing machine.

REMINGTON TYPEWRITER CO.
(INCORPORATED)SIEMSSSEN & Co., (MACHINERY DEPT.),
47-1 HONGKONG AND CANTON, General Agents for South China, Formosa, etc.

SHIPPING IN PORT.

STEAMERS.

ANGHIN, German str., 1,002, C. Timpeh,

10th March—Swatow 9th March, Rice.

Butterfield & Swire.

BORNEO, German str., 1,344, Semihun, 12th

March—Sandakan 6th March, Timber.

Mellchers & Co.

BOURBON, French str., 742, L. Baie, 11th

March—Haiphong 9th March, General.

Messenger Maritimes.

CHIANG MARI, Japanese str., 3,832, 1.

Toto, 9th March—Manila 6th March, General.

Shosen Kaisha.

CHIANG MARI, Japanese str., 1,301, K.

Sakai, 9th March—Foochow 6th March,

General—Ossaka Shosen Kai-

sha.

CHIANG MARI, Japanese str., 1,301, K.

Sakai, 9th March—Foochow 6th March,

General—Ossaka Shosen Kai-

sha.

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General—Ossaka Shosen Kai-

sha.

CHIANG MARI, Japanese str., 1,301, K.

Sakai, 9th March—Foochow 6th March,

General—Ossaka Shosen Kai-

sha.

SHIPPING

ARRIVALS.

ANTONIUS, British str., 3,601, L. Harbord, 16th March—Singapore 10th March, General—Butterfield & Swire.
ATREUS, British str., 4,290, J. Riley, 17th March—Shanghai 14th March, General—Butterfield & Swire.
CHENAN, British str., 1,350, W. L. Jones, 17th March—Shanghai 14th March, General—Butterfield & Swire.
HANGCHOW, British str., 669, Byers, 16th March—Hilo 19th March, Nil—Butterfield & Swire.
HUDSON MARC, Japanese str., 2,731, S. Marada, 15th March—Dairen 9th March, Coal—Mitsui Bussa Kaisha.
KWANTUNG, Chinese str., 1,536, Stewart, 17th March—Shanghai 14th March, General—Chinese.
LANDRAT SCHIFF, German str., 1,016, Brugge, 17th March—Bangkok 7th March, Rice—Chinese.
RUBI, American str., 2,767, S. A. Crosby, 17th March—Manila 14th March, General—Shewan, Tomes & Co.
SAMSON, German str., 933, Petersen, 17th March—Bangkok and Swatow 8th March, Rice—Norddeutscher Lloyd.
SHINCHIKU MARU, Japanese str., 1,939, J. Ben, 15th March—Moj 9th March, Coal—Osaka Shosen Kaisha.
SOSHIN MARU, Japanese str., 1,119, K. Sugawa, 10th March—Swatow 10th March, General—Osaka Shosen Kaisha.
TALITHIUS, British str., 6,525, H. L. Alton, 16th March—Liverpool 14th Feb., General—Butterfield & Swire.
TIJANAEM, Dutch str., 3,666, P. Zwart, 16th March—Muntok 8th March, General—Java-China-Japan Lijn.
VORWAGHT, Austrian str., 3,727, Dannecker, 17th March—Moj 12th March, General—Austria Lloyd.
WARDHA, British str., 2,503, F. Connack, 15th March—Singapore 8th March, General—Jardine, Matheson & Co.
WUHU, British str., 1,227, H. T. Howard, 16th March—Manila 13th March, Hemp—Butterfield & Swire.

DEPARTURES.

March 10th.
BENLOMOND, British str., for Nagasaki.
CHUNSONG, British str., for Canton.
CLARA JENSEN, German str., for Swatow.
INDIA, British str., for Europe.
KLEBER, French str., for Saigon.
KUMCHOW, British str., for Saigon.
KUMSANG, British str., for Singapore.
LOONGSANG, British str., for Manila.
MAUSANG, British str., for Sandakan.
MILKE MARU, Japanese str., for Kobe.
ROKKORAN MARU, Jap. str., for Taku.
SAIN PATRICK, British str., for Taku.
TAON MARU, Japanese str., for Moji.
TRIUMPH, German str., for Saigon.
YATSHING, British str., for Kobe.
March 17th.
ANHUI, British str., for Shanghai.
CHIYEANG, British str., for Shanghai.
CLEVELAND, German str., for Manila.
DAIJIN MARU, Japanese str., for Swatow.
HAIKHANG, British str., for Swatow.
KONGWAI, German str., for Singapore.
KWONGSANG, British str., for Shanghai.
LYEMOON, German str., for Saigon.
PHUMEPEN, British str., for Saigon.
WARDHA, British str., for Yokohama.
YINGCHOW, British str., for Amoy.

SHIPPING REPORTS.

The British str. *Wardha* reports: Strong N.E. sea from evening of the 13th to this morning.

The British str. *Antonius* reports: Fine, high winds, smooth sea; latterly strong northerly winds and high sea.

The British str. *Chenau* reports: Heavy rain, misty weather strong northerly winds, high sea, thunder and lightning off Tung Yung Island.

The Chinese str. *Kwantung* reports: Very strong monsoon, fresh gale at times, heavy sea to the Lanncks; thence strong N.N.W. wind and moderate sea.

PASSED THE CANAL.

February 27th—Atholl, Benavon, Luetzow, Matoppo, Numur, March 1st Antiochus, Galetin, Hirano Maru, Ningchow, Polycenus, Sachsen, Segovia, Dicke Rickmers, 6th—Flintshire, Himalaya, Hitachi Maru, Konang Si, Nyanza, Baron Innerdale, 8th—Ajaz Aragonia, Astyanax, Bentolmon, C. Ferdinand Lacie, Gaupe, Palawan, Ping Suey, Sydney, 12th—Bennary, Laertes, Persia, Sambia, Madura, 15th—Derfflinger, Erroll, Kleist, Tangu Maru, Ville de la Ciotat, Arcadia, Lovat.

ARRIVALS AT HOME.

March 13th—Aragonia, Astyanax, Cyclops, Kennebec, Konang Si, Sydney.

LATEST STEAMER MOVEMENTS.

The American & Manchurian Line str. *Matoppo* left Sabang on Saturday, the 16th inst., and is due here on or about Sunday, the 24th inst.

The I.G.M. str. *Lutzow*, carrying the German mails with dates from Berlin of the 21st of February, left Singapore on Sunday, at 8 a.m., and may be expected here on or about Thursday, at 2 p.m., on the 21st inst.

The E. & A. str. *Empire* left Manila on the 16th inst., at 6 p.m., and is expected to arrive here to-day at daylight.

The I.G.M. str. *Yorck* left Shanghai on Saturday, at 10 a.m., and may be expected here to-morrow at 6 a.m.

The Swedish East Asiatic Co.'s str. *Fedda* left Shimoneseki on the 15th inst., and is expected here on the 16th inst.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "L," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "W," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point
DEPARTURE	VENUE	NAME	FLAG & RIG
LONDON & ANTWERP	SINGAPORE, &c.	PERA	BRIT. str.
LONDON & ANTWERP	...	GLENLOCHY	BRIT. str.
LONDON, ROTTERDAM & ANTWERP	...	DEN OF GLAMIS	BRIT. str.
ROTTERDAM, HAMBURG & ANTWERP, &c.	...	O. J. D. AHLERS	GER. str.
ROTTERDAM, HAMBURG & ANTWERP, &c.	...	ARCADIA	GER. str.
HAVRE, EBEMEN & HAMBURG, &c.	...	SCIEVIA	GER. str.
HAVRE & HAMBURG	...	BELGEVIA	GER. str.
HAVRE, BREMEN & HAMBURG	...	C. FRED. LAMISZ.	GER. str.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	...	PERBESSEN	GER. str.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	...	MISHIMA MARU	JAP. str.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	...	KAGA MARU	JAP. str.
MARSEILLES, HAVRE & HAMBURG, &c.	...	SACHEN	GER. str.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	...	CHICAGO MARU	JAP. str.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	...	TIAMBA MARU	JAP. str.
CANADA MARU	...	CANADA MARU	ITAL. str.
CAPEI	...	CAPEI	ITAL. str.
AFRICA	...	AFRICA	ITAL. str.
VOBWAEERTS	...	VOBWAEERTS	ITAL. str.
AUSTRIA	...	AUSTRIA	ITAL. str.
TEEDO	...	TEEDO	SWED. str.
INDONESIA	...	INDONESIA	BRIT. str.
BUENESSE PRINCE	...	BUENESSE PRINCE	AM. str.
KALOMO	...	KALOMO	AM. str.
KORCK	...	KORCK	AM. str.
HERCULES	...	HERCULES	BRIT. str.
MONTRAGLE	...	EMPEROR OF INDIA	BRIT. str.
SHINYO MARU	...	SHINYO MARU	JAP. str.
PESSIA	...	PESSIA	AM. str.
KOBIA	...	KOBIA	JAP. str.
KUMANO MARU	...	KUMANO MARU	GER. str.
PRINZ SIGISMUND	...	PRINZ SIGISMUND	BRIT. str.
EMPIRE	...	EMPIRE	BRIT. str.
MUTTRA	...	MUTTRA	BRIT. str.
HITACHI MARU	...	HITACHI MARU	GER. str.
YAWATA MARU	...	YAWATA MARU	JAP. str.
BUYO MARU	...	BUYO MARU	JAP. str.
CHIPEHNG	...	CHIPEHNG	BRIT. str.
KURICHO	...	KURICHO	BRIT. str.
WUHUA	...	WUHUA	BRIT. str.
SACHSEN	...	SACHSEN	BRIT. str.
CEYLON	...	CEYLON	BRIT. str.
CHIUNGSHING	...	CHIUNGSHING	BRIT. str.
CHENAN	...	CHENAN	BRIT. str.
LUETZOW	...	LUETZOW	BRIT. str.
CHORYANG	...	CHORYANG	BRIT. str.
LINAN	...	LINAN	BRIT. str.
JINSER MARU	...	JINSER MARU	JAP. str.
TOBA MARU	...	TOBA MARU	BRIT. str.
DELTA	...	DELTA	BRIT. str.
NAMSANG	...	NAMSANG	BRIT. str.
KOBEE	...	KOBEE	AUS. str.
PEKING	...	PEKING	SWED. str.
TIBUDAS	...	TIBUDAS	DUT. str.
SOSHU MARU	...	SOSHU MARU	JAP. str.
HANGCHOW	...	HANGCHOW	BRIT. str.
HAIMUN	...	HAIMUN	BRIT. str.
TAIWAN	...	TAIWAN	BRIT. str.
YAHYANG	...	YAHYANG	BRIT. str.
TAMING	...	TAMING	BRIT. str.
BURI	...	BURI	AM. str.
KUMENSANG	...	KUMENSANG	BRIT. str.
BYOJA	...	BYOJA	BRIT. str.
LOONGSANG	...	LOONGSANG	BRIT. str.
ZAPHO	...	ZAPHO	AM. str.
TIJANAS	...	TIJANAS	DUT. str.
BOMBAY MARU	...	BOMBAY MARU	JAP. str.
FOOKSANG	...	FOOKSANG	BRIT. str.
FAZILKA	...	FAZILKA	BRIT. str.
BORNED	...	BORNED	GER. str.
SUNGKANG	...	SUNGKANG	BRIT. str.
SI-KIANG	...	SI-KIANG	FRAN. str.

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMeward SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR STEAMERS DATE OF DEPARTURE.

LONDON & ANTWERP "DEN OF GLAMIS" ... On 6th April.

LONDON, ROTTERDAM & ANTWERP "FLINTSHIRE" ... On 10th May.

Most Steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

* Does not take Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., AGENTS.

Hongkong, 16th March, 1912.

15

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY PROPOSED SAILINGS FROM HONGKONG, ST. JOHN N.B., AND QUEBEC SUBJECT TO ALTERATION.

FOR VANCOUVER.

FOR LIVERPOOL.

1912

MONTEAGLE ... SAT., 23rd Mar.

"EMPEROR OF IRELAND" ... FEB. 19th Apr.

From Quebec.

"EMPEROR OF INDIA" ... SAT., 20th Apr.

"EMPEROR OF IRELAND" ... FEB., 17th May.

"ALLEN LINE" ... FEB., 7th June.

"MONTEAGLE" ... SAT., 1st June.

"EMPEROR OF BRITAIN" ... FEB., 28th June

Steamships leave HONGKONG at 7 A.M.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10.

Intermediate on Steamship] 243 " 245

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	NOTES
London and ANTWERP	PERA	5 P.M.	Freight only.
SINGAPORE, PE	Capt. W. W. Cooke, R.N.R.	18th March.	
NANG, COLOMBO, PORT SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE, CEYLON and YOKOHAMA	Capt. A. E. A. Baker	About 19th Mar.	Freight only.
SHANGHAI	DELTA	About 28th Mar.	Freight and Passage.
For Further Particulars apply to	E. A. HEWETT, Superintendent.		

Hongkong, 13th March, 1912.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"WUHU"	On 18th Mar., 4 P.M.
WEIHAIWEI, CHILOO and TIENTSIN	"KUEICHOW"	On 19th Mar., 4 P.M.
MANILA, CEBU and ILOLO	"TAMING"	On 19th Mar., 4 P.M.
AMOY and TSINGTAU	"HANGCHOW"	On 19th Mar., 4 P.M.
SHANGHAI	"NEWCHOWANG"	On 20th Mar., 4 P.M.
HAIPHONG (Call Hoihow for mails only)	"SUNGKIAW"	On 21st Mar., 10 A.M.
SHANGHAI	"CHENAN"	On 21st Mar., 4 P.M.
SHANGHAI	"LINAN"	On 23rd Mar., 4 P.M.
DIRECT SAILINGS TO WEST RIVER	Twice Weekly.	
S.S. "LINTAN" and S.S. "SANUL"		
AUSTRALIAN STEAMERS		
throughout and Electric Fans in the Staterooms.		
A Day qualified Surgeon is carried for all Australian, New Zealand and Tasmania Ports.		
REDUCED FARES		
Cargo booked through for all Australian, New Zealand and Tasmania Ports.		
MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING,"		
Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.		
SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUL," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.		
leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.		
Passenger must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.		
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.		
TELEPHONE 36		
REDUCED FARES—SINGLE \$45.....RETURN \$75.		
For Freight or Passage apply to—	BUTTERFIELD & SWINE,	
Hongkong, 13th March, 1912.	AGENTS	

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government, MONTHLY FAST DIRECT SERVICE TO TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.	
S.S. "AFRICA," 8,840 tons, will leave above on 19th March, 1912, at 5 P.M.	
S.S. "KOERBER," 9,900 tons, will leave above on 19th April, 1912, at 5 P.M.	
TO SHANGHAI.	
S.S. "KOERBER," 9,900 tons, will leave as above on 4th April, 1912, at 6 A.M.	
Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates. Hongkong-Trieste, £50 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.	
MONTHLY ORDINARY SERVICE.	
These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, £63 43s, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.	
S.S. "VOLWAEETS" 12,900 tons, will sail via SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID to TRIESTE on the 19th March A.M.	
S.S. "AUSTRIA" 14,000 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on 2nd April.	
ROUND THE WORLD TICKETS ARE ISSUED.	
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to	
SANDER, WIELER & Co., Agents, Hongkong, 13th March, 1912.	
Princes' Building.	

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" ...	Capt. J. S. Roach	THURSDAY, 21st Mar., at 11 A.M.
"HAIYANG" ...	Capt. J. W. Evans	SUNDAY, 24th Mar., at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ...	Capt. A. H. Stewart	FRIDAY, 22nd Mar., at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).		

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 11th March, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH DEUTSCHE DAMPFSCHIFFAHETS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Livorno, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KONO & YOKOHAMA:	FOR MARSEILLES, ROTTERDAM & HAMBURG:
S.S. SACHSEN ...	S.S. PREUS EN ...
18th March.	22nd March.
FOR HAVRE, BREMEN & HAMBURG:	S.S. SUEVIA ...
S.S. C. FERD. LAEISZ ...	22nd March.
2nd April.	FOR HAVRE & HAMBURG:
S.S. S. C. FERD. LAEISZ ...	S.S. BEI GRAVIA ...
10th April.	5th April.
S.S. SCANDIA ...	FOR MARSEILLES, HAVRE & HAMBURG:
26th April.	S.S. SACHSEN ...
S.S. S. C. FERD. LAEISZ ...	27th April.
3rd May.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. S. C. FERD. LAEISZ ...	S.S. O. J. D. AHLES ...
31st May.	5th May.
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Hongkong Office.	10th May.

Hongkong, 13th March, 1912.

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CHIYO MARU ... W. W. Greene TUESDAY, 7th May, at Noon.

NIPPON MARU ... A. G. Stevens TUESDAY, 23rd May, at Noon.

TENYO MARU ... E. Bent TUESDAY, 4th June, at Noon.

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